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CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
EIR/EIS PUBLIC COMMENTS HEARING  
  
SAN JOSE CITY HALL, CITY COUNCIL CHAMBERS  
200 EAST SANTA CLARA STREET, SECOND FLOOR  
SAN JOSE, CALIFORNIA  
FRIDAY, AUGUST 24, 2007 - 4:00 O'CLOCK P.M.

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REPORTED BY: MARY P. RADO CY, CSR #3355

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A P P E A R A N C E S

CHAIRMAN OF THE BOARD:

HONORABLE QUENTIN KOPP

California High-Speed Rail Authority

HONORABLE RON DIRIDON

California High-Speed Rail Authority

MEHDI MORSHED, Executive Director

California High-Speed Authority

DAVID WELLESTEIN

Federal Railroad Administration

PUBLIC SPEAKERS

(IN ORDER OF APPEARANCE).

Chuck Reed, Mayor, City of San Jose -PSSJ1

Zoe Lofgren, US Congress -PSSJ2

Jim Beall, California State Assembly -PSSJ3

Carl Guardino, Silicon Valley Leadership Group -PSSJ4

Kris Wang, Mayor, City of Cupertino -PSSJ5

Pat Dando, President, San Jose, Silicon Valley Chamber of  
Commerce -PSSJ6

Barbara Pierce, Mayor, Redwood City -PSSJ7

Greg Sellers, Vice Mayor, City of Morgan Hill, Valley  
Transportation Authority -PSSJ8

Dean Chu, Council Member, City of Sunnyvale, Metropolitan  
Transportation Commission and Chair of the VTA Board -PSSJ9

James Helmer, Director, San Jose Department of  
Transportation -PSSJ10

James Bigelow, Redwood City, San Mateo County Chamber of  
Commerce -PSSJ11

Megan Doyle, Aid to Ken Yeager, Supervisor, County of  
Santa Clara, Director of CalTrain Joint Powers  
Board, Commissioner of Metropolitan Transportation  
Commission -PSSJ12

Debbie Haile, Executive Director, Monterey County -PSSJ13

1           Transportation Agency  
2       Riko Aguayo, San Joaquin Valley Regional Policy Council -PSSJ14  
3       Derek Penrice, Transbay Program Manager -PSSJ15  
4       Don Myrah -PSSJ16  
5       Mike Macarelli -PSSJ17  
6       Katie Stevens, California Partnership for the San Joaquin  
7           Valley -PSSJ18  
8       Robert S. Allen -PSSJ19  
9       Bill Dawson -PSSJ20  
10      Ward Crary -PSSJ21  
11      Steven Van Pelt -PSSJ22  
12      Patrick Moore, Sierra Club -PSSJ23  
13      Patricia Dixon, Redwood Shores, San Mateo County -PSSJ24  
14           Commission on Disabilities, Transportation Authority  
15      Margaret Okuzumi, Bay Rail Alliance -PSSJ25  
16      John Francis Maggio, Gregory Plaza Neighborhood  
17           Association -PSSJ26  
18      Charles Smith -PSSJ27  
19      Jonathan Miller -PSSJ28  
20      Jerry Huang (written comments submitted to Board)  
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PROCEEDINGS

August 23, 2007

4:15 p.m.

CHAIRMAN KOPP: Good afternoon. I've already received an informal welcome from Mayor Reed. I am Quentin Kopp. I am Chairman of the California High-Speed Rail Authority, and after a couple of words, I am going to ask my Authority Board colleague, the Honorable Ron Diridon, to preside over today's public hearing.

As you know, this is a public hearing on a defined subject which is the Draft Bay Area to Central Valley Program Environmental Impact Report, Environmental Impact Statement, or EIR/EIS. That is the focus and concentration of this hearing.

This is the second of what will be seven hearings. We will hold hearings always from four to six p.m. next week, Monday, Tuesday, Wednesday, Thursday. As a matter of fact I think we finish on Thursday in Merced and then we will have one further seventh hearing next month after Labor Day in Stockton.

Commissioner Diridon has already given you some of the basics of today. Yesterday, in San Francisco, I set no time limit and we had about, oh, I think it was 21 or 22 speakers. I have the exact count here. I prefer not to do that today so long as nobody abuses the lack of a limit which means at least two things, sticking to the

1 subject matter, the Draft EIR/EIS and not repeating  
2 yourself, and so that's what I would propose to do.

3 There are relevant materials up on the top of  
4 these gorgeous chambers which, despite some thirty years  
5 or more in public office, I have never visited so I'm  
6 very pleased to be here for that reason alone and I will  
7 just repeat what Commissioner Diridon said to you, that  
8 we need your name and we need it on a card, if at all  
9 possible, and we also invite your written comments, not  
10 just your oral testimony today, written comments. Send  
11 them to the California High-Speed Rail Authority, 925 "L"  
12 Street, Sacramento 95814. There's a limit for those and  
13 that limit is September 28, 2007.

14 I have been delivered, I guess, about 15 cards  
15 or so and I'm going to supply those to Commissioner  
16 Diridon.

17 I should introduce, on my far right,  
18 representing our partner, the Federal Rail  
19 Administration, Mr. David Wellenstein, who is from  
20 Washington, D.C., and he will be here throughout the  
21 public hearings because, of course, the EIR is pursuant  
22 to the California Environmental Quality Act, but the EIS  
23 is pursuant to the United States Environmental Protection  
24 Act.

25 And I know we will hear from her in due course,

1 but I would feel personally badly if I didn't tell you  
2 how pleased I am to see Congresswoman Zoe Lofgren here  
3 who we saw about a month ago in Washington, D.C., and the  
4 Honorable Jim Beall who I've known since he was a young  
5 councilman and now he is a young assembly member.

6 So with those four issues, Commissioner  
7 Diridon, if you would --- we should also introduce the  
8 other gentleman, the distinguished Mehdi Morshed, who is  
9 the Executive Director of the California High-Speed  
10 Railroad.

11 Now I will subside.

12 COMMISSIONER DIRIDON: Thank you, Mr. Chairman.  
13 Anything after that is anti-climatic, I think you would  
14 have to agree. It's been fun through the decades serving  
15 with Quentin in many different capacities and it's always  
16 a joy to work with him.

17 Please note that these hearings are being  
18 conducted according to very formal procedures that are  
19 supervised by the Attorney General's Office. We have  
20 been given written instructions on exactly what to do in  
21 order to maintain objectivity and those instructions will  
22 be followed by us to the "T" which means we will not be  
23 commenting on your comments today. We will listen to  
24 you, we will listen attentively. All of that information  
25 will go then to the staff of the High-Speed Rail

1 Authority Board and the consultants working on this  
2 project and every one of those comments will be answered  
3 in the response to the public hearings.

4 Those comments then and all of the public  
5 hearing information and the influence exercised by each  
6 one of you through the public hearings in any other way  
7 will then focus on a sequence of meetings in October, at  
8 which time it will be expected that the High-Speed Rail  
9 Authority Board to take action on the subject. That's  
10 the fastest we can do it in order to maintain cognizance  
11 of and conformance to the State and Federal laws that  
12 relate to this very, very difficult project.

13 Remember that this is the largest construction  
14 project in the history of the United States so to take a  
15 little extra time and to spend the required funding on  
16 the studies and evaluations is prudent. We don't want to  
17 make a mistake. It has to be done right because it's  
18 going to serve the State of California and really change  
19 the face of the State of California for the next hundred  
20 years, not unlike the way the Transcontinental Railroad  
21 changed the face of the nation in the later part of the  
22 1800's.

23 Let's proceed now with the public presentations  
24 and I have those in order, having received them just a  
25 moment ago, and it's very pleasurable to introduce the



1 Mayor of the City of San Jose, Chuck Reed, to give us a  
2 welcome and his testimony.

3 Chuck will be followed by Congressman Zoe  
4 Lofgren.

5 MR. REED: Thank you, Members of the Authority  
6 Board.

7 COMMISSIONER DIRIDON: Thank you for letting us  
8 sit in your chairs:

9 MAYOR REED: We are delighted to have you here  
10 in these chambers. This is a first for me in one way as  
11 well. It's the first time I've been on this side of the  
12 dais here in a public meeting and I am used to working  
13 with the two-minute rule so I'll be brief but I do want  
14 to welcome you here and make sure that we validate your  
15 parking before you leave. If you rode Light Rail,  
16 terrific.

17 I'm here to talk about the two alignments and  
18 speak in favor of the Pacheco Pass Alignment because it  
19 provides a higher quality transportation solution and a  
20 greater statewide economic benefit, as well as  
21 environmentally superior benefits.

22 San Jose is the most logical choice for  
23 high-speed rail as it is the largest city and job center  
24 of Northern California with over 55,000 businesses and  
25 350,000 employees in the City of San Jose alone, not to

PSSJ1-1

1 mention that it is the capitol of Silicon Valley, the  
2 innovation center of the world and the economic  
3 powerhouse of the Bay Area and often powerhouse of the  
4 state.

5           The state's economic interests are better met  
6 by providing a high-quality, high-speed rail service to  
7 Silicon Valley with the largest concentration of  
8 technology companies in the world, as opposed to more  
9 commuter-like rail, the suburbs of Tracy and Modesto into  
10 the Bay Area.

11           The Pacheco Pass Alignment will provide better  
12 transit for the Monterey Bay Area, as well, a much  
13 desired travel destination, as well as those cities  
14 served by CalTrain. CalTrain service is in San  
15 Francisco-San Jose-Gilroy corridor has plans for  
16 extension in the Salinas-Monterey Area, providing a quick  
17 connection to Monterey from Gilroy.

18           The Pacheco Pass Alignment will increase a high  
19 ridership starter service providing direct connection  
20 between San Francisco, San Jose, Silicon Valley, Anaheim  
21 and Los Angeles on a single line, thus linking the  
22 largest economies of Northern California to the largest  
23 economies of Southern California.

24           The Pacheco Pass Alignment is the most logical  
25 choice for the benefit of the State of California, but

PSSJ1-1  
Cont.

1 from an environmental point of view, if you are trying to  
2 deal with climate change, if you are trying to reduce  
3 fossil fuels, if you're trying to do all of the  
4 environmental things you're trying to do in California,  
5 you want to connect that economy of the North to the  
6 economy of the South. That's what drives the  
7 transportation up and down the state. It's definitely  
8 --- you need an efficient system, you need one that can  
9 go faster sooner and get people to the South quickly, the  
10 North quickly. If you are going to compete with air  
11 service and decrease the number of miles traveled by air,  
12 improve the environmental benefits of the system, you  
13 have to go from the powerhouse of the North to the  
14 powerhouse of the South and that's the Pacheco Pass  
15 route.

16 Thank you for allowing this time for me to  
17 speak to you. There are many more people behind me who  
18 will talk about many other things, I'm sure. Thanks for  
19 coming to San Jose and the hearing. We appreciate the  
20 opportunity to speak directly without having to travel to  
21 Sacramento.

22 COMMISSIONER DIRIDON: Thank you, Mr. Mayor.

23 Next is Congressmember Zoe Lofgren, followed  
24 by Assemblymember Beall.

25 MS. LOFGREN: Well, Messrs. Commissioners, it's

PSSJ1-1  
Cont.

PSSJ2-1

1 wonderful to see you and welcome to San Jose and, I would  
2 add, the 16th Congressional District. It is really a  
3 delight for me to be here today.

PSSJ2-1  
Cont.

4 First, to present a letter that has been signed  
5 by myself, Congressman Honda, Congresswoman Anna Eshoo,  
6 Congressman Sam Farr and Congressman Tom Lantos  
7 expressing strong support for the California High-Speed  
8 Rail Project, but the serious concern and objection to  
9 any plan that would have the high-speed rail travel  
10 through the Don Edwards Wildlife Refuge.

11 We believe that the degradation of the wetlands  
12 posed by any proposal to cross through on the Altamont  
13 alternative is something we could never support and in  
14 fact, as we point out in a letter, might make us rethink  
15 our support of the entire project.

PSSJ2-2

16 I'll just say Don Edwards represented the 16th  
17 Congressional District for 32 years and it is absolutely  
18 fitting that we name this wildlife refuge after him. He  
19 was its champion for more than a decade in the Congress.  
20 I was on his staff in the early days and I spent nine  
21 years of my life working to establish the Federal  
22 Wildlife Refuge. It is home to endangered species, the  
23 California Clapper Rail and Saltwater Marsh Mouse. It is  
24 the home to migratory birds from Canada through Latin  
25 America, and any idea that we would degrade that

1     treasure, that national wildlife refuge, is just  
2     unacceptable. It's unexplainable to me.

PSSJ2-2  
Cont.

3             Having said that, the idea that the United  
4     States has not yet had high-speed rail is really an  
5     embarrassment to me and, I think, to all of us as  
6     Americans. We look at Europe, we look at Japan, we know  
7     that we can do better and I would be so proud --- I chair  
8     the California Democratic Delegation --- I would be proud  
9     as a chair of our delegation to see California take the  
10    lead on high-speed rail, but this decision on which  
11    alignment is a crucial one.

PSSJ2-3

12            I remember I was a little girl when the  
13    decision was made not to bring BART to the South Bay. It  
14    was a disastrous decision. The decision that you are  
15    about to make on which alignment is at least as  
16    important, perhaps more so.

17            I personally believe that there will never be a  
18    crossing of the wetlands, there will never be a crossing  
19    through the wildlife refuge; we will not let that happen.  
20    So the decision that you are making is really whether  
21    there's service and really whether there's a viable plan  
22    at all.

23            I thank you for coming here to San Jose so that  
24    all of us here who are so interested in this green  
25    technology can support it so we don't have to get in our

1 cars and drive to Sacramento. I commend you for the  
2 attention that you have put into this and for your public  
3 service and I thank you for taking the time to listen to  
4 me this afternoon.

5 COMMISSIONER DIRIDON: Thank you very much,  
6 Zoe.

7 Jim Beall, now?

8 Assemblymember Jim Beall will be followed by  
9 Chair of the Silicon Valley Leadership Group, Carl  
10 Guardino.

11 MR. BEALL: Mr. Chairman, Members, I think if  
12 we count the number of years that yourself and Mr. Kopp  
13 and myself have served on the Metropolitan Transportation  
14 Commission, I think we come up to around, I believe,  
15 about 50 or 60 years, if we add the three of our terms  
16 all up. I myself have served 20 years on MTC.

17 My basis for the High-Speed Rail Project is  
18 based on what we earlier discussed at MTC where MTC  
19 actually voted to approve the Pacheco Pass Alternative,  
20 and my understanding is they have yet to change that  
21 direction. The vote has not taken place to change that  
22 direction so that vote essentially stands.

23 I want to explain what my vision is and it's  
24 based on what we formally discussed and studied at that  
25 time in addition to the new information you have

PSSJ2-3  
Cont.

PSSJ3-1

1 developed with your EIR and alternative analysis.

2 My vision is that large urban areas are being  
3 connected at multimodal transit centers to be provided an  
4 alternative to air and auto transportation between  
5 Northern and Southern California. Essentially, the  
6 arrows should always point to the south and I believe  
7 that the most important element that should be  
8 considered, given the EIR and alternative analysis, is  
9 the connectivity between the high-speed rail and the  
10 major transit systems in California. Connectivity should  
11 be a critical component of the high-speed rail system.  
12 This inter-relationship will not only be positive for the  
13 high-speed rail but would be positive for our transit  
14 systems in California and, additionally, our global  
15 warming goals.

16 The best fit in the connectivity sense is  
17 definitely the Pacheco Pass Alternative. This  
18 alternative establishes the best framework for  
19 California's transportation development overall and is  
20 the most compatible with the regional transportation  
21 plans both in the Bay Area and also in the Monterey Bay  
22 Area.

23 The Pacheco Pass Alignment would result in the  
24 highest numbers of statewide trains stopping at all  
25 destinations in the Bay Area and is the most compatible

PSSJ3-1  
Cont.

1 with the north-south direction. The alternative is  
2 compatible with our MTC's regional transportation plan as  
3 it exists in its present time adopted for Federal and  
4 State review.

5 The residents in San Mateo County and Santa  
6 Clara County and Monterey County have a much greater  
7 benefit from the Pacheco Alignment. The Monterey Bay  
8 Area's 800,000 people would not be served from the  
9 Altamont Pass option.

10 Planning for high-speed rail connection in  
11 Gilroy has already started with the CalTrain extension to  
12 Salinas, the Del Monte Express to Castroville and  
13 Monterey, in addition to the Amtrak Coast Daylight  
14 service that would serve South Monterey County. The  
15 Gilroy Terminal, in essence, would serve close to one  
16 million people, and that's something that, I think,  
17 surprises people but that's true, it would serve about  
18 one million people in that general area.

19 The Altamont Alignment would cause a burdensome  
20 and costly three-way split if that option was selected, a  
21 three-way split to reach San Jose as well as Oakland and  
22 San Francisco, with less trains to each and it offers a  
23 low speed better served by BART and ace train upgrade  
24 extensions.

25 It is important to build a high-speed rail in a

PSSJ3-1  
Cont.



1 way that most directly connects the major population  
2 centers as quickly and cost-effectively as possible. The  
3 Pacheco Alignment is the only alternative that actually  
4 does this. It provides the better connectivity and this  
5 means that the travelers can get to the high-speed rail  
6 terminals easily and quickly via public transit, reducing  
7 the needs to accommodate automobiles and their impact on  
8 the environment.

9 Do we want to establish a transit-only  
10 framework or build high-speed rail with large parking  
11 lots surrounding the transit stations? The transit  
12 emphasis is being completed in the Bay Area and requires  
13 some longstanding plans emphasizing multimodal transit  
14 terminals and that's an Oakland-San Jose and San  
15 Francisco, and we're spending literally billions of  
16 dollars doing that.

17 To conclude, a transit terminal approach should  
18 be the basis for connecting transit systems and the most  
19 compatible approach with the current regional and global  
20 warming goals, the Pacheco Pass option, is the only  
21 option that accommodates this, and I thank you for your  
22 attention.

23 COMMISSIONER DIRIDON: Thank you very much.

24 Quentin has got something?

25 MR. KOPP: Yes, it is very important.

PSSJ3-1  
Cont.

1 I forgot to tell everybody about the  
2 validation.

3 COMMISSIONER DIRIDON: There is no question  
4 there will be validations for your parking permits in the  
5 back of the room.

6 The next presenter is Carl Guardino, Silicon  
7 Valley Leadership Group President, and following Carl is  
8 Mayor Kris Wang of the City of Cupertino.

9 MR. GUARDINO: For those of us that rode our  
10 bike, we don't need additional validation.

11 COMMISSIONER DIRIDON: Good for you, Carl.

12 MR. GUARDINO: Chairman Kopp, always a pleasure  
13 to see you, Commissioner Diridon and Executive Director  
14 Morshed.

15 My name is Carl Guardino. I'm President and  
16 CEO of Silicon Valley Leadership Group and recent  
17 appointee by Governor Shwartzenegger to the California  
18 Transportation Commission. It's the leadership group for  
19 why I'm here today. I think you're all familiar with the  
20 organization. You have been firm supporters of  
21 high-speed rail since it was a twinkle in Mehdi Morshed's  
22 eye and we continue to be enthusiastic about moving this  
23 forward.

24 The organization represents 220 of Silicon  
25 Valleys most respected private-sector employers. They

PSSJ4-1

1 provide mobility for jobs in Silicon Valley, about  
2 500,000 jobs in California and at multiple times  
3 throughout the nation and the world.

4 We are strong supporters of the Pacheco Pass  
5 Alignment as the preferred route into the Bay Area for a  
6 number of reasons. First is California is facing a  
7 multi-billion dollar shortfall in our immediate  
8 transportation needs. The high-speed rail line can help  
9 address that shortfall in several ways. First, it can  
10 alleviate some of the pressure on California's major  
11 airports. As you know, by 2010, the link between San  
12 Jose International and the Southern California airports  
13 will call for more than six million passenger trips a  
14 year on an already congested system. Second, the  
15 environmental impact and positive impact of high-speed  
16 rail over air travel is laid out very well in your own  
17 report. Second, can alleviate the need to staff or build  
18 new highways in areas of the state that are growing.  
19 Third, it can significantly reduce greenhouse gas  
20 emissions by providing an alternative to cars and planes,  
21 a key reason why high-speed rail is one of the leadership  
22 group's ten points in our renewable energy action plan,  
23 known as Clean & Green.

24 It, of course, cannot solve all of our state's  
25 needs. If California is going to devote the billions of

PSSJ4-1  
Cont.

1 dollars we believe it should to help build a high-speed  
2 rail line, the first in the nation, it will need to  
3 generate enough revenue to cover its operating expenses  
4 and to do so, it needs to maximize ridership and that  
5 means providing the fastest, most frequent service  
6 possible between the Los Angeles Area and the Bay Area's  
7 three major urban areas, of which San Jose is the largest  
8 and anticipated to grow by another 300,000 in just the  
9 next 20 years.

10 And it needs to be done, of course, in the most  
11 efficient way possible. We believe that means Pacheco  
12 Pass. Pacheco Pass provides a fast, frequent, more  
13 environmentally sound means of moving greater numbers of  
14 people between Northern and Southern California,  
15 relieving congestion at our airports, on our highways,  
16 again that are at near capacity.

17 We sincerely appreciate the need to improve  
18 commuter rail service from Central Valley to Silicon  
19 Valley. It is a top priority for our members. That's  
20 why the leadership group helped get the ace train rolling  
21 in October of 1998 and have led campaigns that have  
22 increased ace train funding, and we strongly supported  
23 efforts to extend Capitol Corridor service. But it does  
24 not make sense to route high-speed trains over the  
25 Altamont Pass, slow those trains down to solve that very

PSSJ4-1  
Cont.

1 real problem. That is why --- again, I'm cutting as I go  
2 because I always listen to Quentin Kopp and he said that  
3 if someone else says something, skip saying it, so I'll  
4 cut to the end and just reiterate our support for the  
5 Pacheco Pass Alignment.

PSSJ4-1  
Cont.

6 Thank you again to the City of San Jose.

7 COMMISSIONER DIRIDON: Thank you very much,  
8 Carl.

9 Mayor Wang, from Cupertino, followed by Pat  
10 Dando, President of the San Jose Silicon Valley Chamber  
11 of Commerce.

12 MS. WANG: My name is Kris Wang, I'm the Mayor  
13 of the City of Cupertino and I've prepared a letter in  
14 supporting the high-speed rail that I'd like to share  
15 with the public:

16 Dear Members of the Commission Board:  
17 High-speed rail represents an exciting opportunity to do  
18 the right thing, create a safe, convenient, comfortable  
19 and clean transportation technology. Investing in badly  
20 needed infrastructure that will withstand innovative  
21 global economy that is Silicon Valley and the Bay Area,  
22 and perhaps most importantly, protecting the environment  
23 and our quality of life and serious economic implications  
24 for the region.

PSSJ5-1

25 The Wall street Journal has recognized the

1 South Bay cities as some of the most innovative in  
2 the nation --- Cupertino, San Jose, Sunnyvale,  
3 Palo Alto, Mountain View, Santa Clara or South  
4 Saratoga. We have a company based in Cupertino that used  
5 to only make computers. You may have heard of them:  
6 Apple, Inc. It's a global company. It has tens of  
7 thousands of employees and easier. This year the amount  
8 will be significantly expanding. Our economic  
9 anticipated needs are rapidly expanding which is  
10 compounding an already significant impact implication  
11 need. For this reason and countless others, we support  
12 the Pacheco Pass Alignment. Several of the environmental  
13 documents found little to no recognition of the  
14 significant commercial ridership that will occur between  
15 Silicon Valley and Los Angeles.

16 As Mayor of Cupertino, I talk with many others  
17 in the area. We all face the challenge of meeting the  
18 transportation demands of a new economy with the same old  
19 freeways. I don't know of a single mayor who opposes the  
20 high-speed rail project.

21 We appreciate your time and commitment and know  
22 you will consider these important facts. We need to  
23 build high-speed rail. Silicon Valley will be the engine  
24 of innovation and ridership for this service. The  
25 high-speed rail needs to come through the Pacheco Pass

PSSJ5-1  
Cont.

1 Alignment.

2 Thank you again for your leadership.

3 COMMISSIONER DIRIDON: Thank you, Madam Mayor.

4 Pat Dando is next and she is followed by  
5 Barbara Pierce, Mayor of Redwood City.

6 MS. DANDO: Good afternoon, Commissioners and  
7 Director. Thank you very much for joining us here in San  
8 Jose today to listen to what we believe is based on the  
9 sound logic and good common sense.

10 I know this has been studied and restudied for  
11 more than a decade now, and as it should be; this is an  
12 important decision. It's an important decision because  
13 this will lay the tracks, so to speak, for our  
14 population, our economy for some hundred years to come  
15 but it's also an important decision because we will be  
16 making decisions to best serve the taxpayers of this  
17 great state and beyond.

PSSJ6-1

18 As the Chamber of Commerce CEO and President  
19 for San Jose and Silicon Valley, we represent some 2500  
20 employers and some 250,000 employees. I want to --- I  
21 would love to have the opportunity to talk about several  
22 different areas but trying to follow the guidelines, I  
23 will also try not to repeat what has been said, but I do  
24 believe that this area is certainly the most logical to  
25 have Pacheco Pass connect us in transportation because of

1     our population.

2             It isn't said often enough that San Jose is the  
3     third largest city in the State of California and the  
4     tenth largest in the nation. I might also mention that  
5     as we have some 70,000 employers here in San Jose, there  
6     are 355,000 workers that make up a massive number of that  
7     population. Those population jobs are located at places  
8     like Cisco, eBay, Hewlett Packard, IBM, Lockheed, Adobe,  
9     Google. That's the future of not just this area, it's  
10    the future of the world economy and to connect those  
11    economies with the south and north is absolutely  
12    incredibly important.

13            I think it's also important to note that San  
14    Jose accounts for 29 percent of California's  
15    nonagricultural imports. We account for some 15 percent  
16    of the state's employment in the manufacturing industry.  
17    We account for seven percent of California's personal  
18    income tax and San Jose rates second nationally in its  
19    capacity to create high-wage jobs and high-scale jobs.

20            When we talk about being environmentally  
21    sensitive, I think it's also important, as has been said,  
22    that the Don Edwards Wetland, if we were to do anything  
23    to take away from that valuable national resource, it  
24    would be an insult not just to the common sense that went  
25    in to planning that facility but to the taxpayer dollars

PSSJ6-1  
Cont.



1 nationwide that also help pay for that facility.

2 In conclusion, as you look at trying to find a  
3 central location to place these tracks, it may be helpful  
4 to go back and look at some of the historic precedence.  
5 I'm sure you're well-aware that San Jose was the first  
6 civil city in California and it was placed here because  
7 of the central location between San Francisco and  
8 Monterey Bay. The central location is what makes sense  
9 for the economy and for the population of our community  
10 as it has developed.

11 And finally, although I should probably skip to  
12 the notion of a chamber of commerce and the economy, let  
13 me say that as was being discussed with a couple of my  
14 colleagues, it's my hope that within if not my lifetime  
15 but my children's lifetime that we can take a trip on a  
16 high-speed rail train to Los Angeles, have dinner, watch  
17 a Sharks game and get back to San Jose before the evening  
18 news.

19 Thank you very much and again, thank you for  
20 coming to our area to hear facts about this important  
21 decision.

22 COMMISSIONER DIRIDON: I should have mentioned  
23 in introducing Pat, her eloquence comes not just from  
24 being the President of the Chamber of Commerce, but she  
25 was a revered Vice Mayor of the City for two terms and we

PSSJ6-1  
Cont.

1 appreciate her being here.

2 Barbara Pierce is now is representing Redwood  
3 City as the Mayor and she will be followed by Greg  
4 Sellers, the Valley Transportation Authority.

5 MS. PIERCE: Thank you very much for the  
6 opportunity to address you today. My name is Barbara  
7 Pierce and I am the Mayor of Redwood City.

8 I'd like to share with you a perspective from  
9 Redwood City, a Peninsula city. On our own, we have  
10 undertaken creating a downtown-precise plan which really  
11 supports the kind of density and development principles  
12 that you encourage in your Environmental Impact Report.  
13 This density development around our CalTrain station and  
14 downtown will help support both high speed rail and help  
15 our communities. We need to provide more affordable  
16 housing, better public infrastructure and certainly  
17 reduce the traffic congestion which is threatening to  
18 overcome us all.

19 High-speed rail via the Pacheco Pass will allow  
20 for a current CalTrain rail corridor to be used and thus  
21 will improve the plans for electrification and the  
22 upgrades for the existing rail. The great separations  
23 are critical all through the Peninsula and congestion  
24 reduction is key.

25 Based on the CalTrain Five-Year Strategic Plan,

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1 high-speed rail is an ideal partner in helping with the  
2 scenario for the CalTrain ridership that is projected to  
3 increase over 220 percent between 2004 and 2023.

4 I encourage you in your roles to help us  
5 achieve the goals mentioned here today by so many other  
6 folks and help us to achieve high-speed rail in a  
7 expeditious manner.

8 Thank you very much.

9 COMMISSIONER DIRIDON: Thank you, Madam Mayor.

10 Greg Sellers is next. Do I recall that you are  
11 also the Mayor of Morgan Hill also?

12 MR. SELLERS: Council; member of the City of  
13 Morgan Hill.

14 COMMISSIONER DIRIDON: Council Member and  
15 Mayor, I should mention that also, and thank you being  
16 here to represent your city and the VTA.

17 MR. SELLERS: Thank you, and thank you for  
18 coming down this afternoon and appreciate the opportunity  
19 to address you.

20 I wanted to focus on, in my capacity as Council  
21 Member and serving on the Valley Transportation Authority  
22 Board this year, I have focused on the South Valley,  
23 southern part of your valley issues, and paramount among  
24 those is an increase in rail that we are trying to add.  
25 CalTrain service goes down to Gilroy, primarily ends in

1 San Jose, but does go to Gilroy, a very popular service  
2 in our end of the region but due to a variety of  
3 limitations currently, the last train in the morning  
4 leaves Gilroy at 7:20 in the morning so those of us who  
5 have children are limited in our opportunity.

6           Nevertheless, as you have heard earlier,  
7 there's a significant hub in Gilroy and we draw from a  
8 significant region of the area. Fifty percent of the  
9 working adults commute out of Gilroy and most of them go  
10 to Silicon Valley and 80 percent of the working adults in  
11 Morgan Hill go from Morgan Hill up to Silicon Valley  
12 every morning so our communities have a significant  
13 commuter base that comes up north. But we are not the  
14 majority of those who come through our part of the valley  
15 every morning. The majority of them come from the  
16 adjacent and adjoining counties --- San Benito, Monterey  
17 and Santa Cruz --- and so we are a significant corridor  
18 through that whole area.

19           How does that impact high-speed rail?  
20 Obviously, the high-speed rail might not necessarily be a  
21 commute use but there's significant opportunities to do a  
22 parallel development of our CalTrain service and  
23 significantly upgrade by adding not only additional cars  
24 but also I'm most excited about the opportunities to  
25 develop electrification of our CalTrain service which

PSSJ8-1  
Cont.

1       could be done.

2               We all, as elected officials in public  
3       capacity, like to have opportunities to do more than one  
4       things well at once and you coordinate efforts so that  
5       you're not doing one thing and then having to undo it or  
6       redo it to do something else. This is a significant  
7       opportunity for us to do both large-scale upgrade of  
8       CalTrain as we put in high-speed rail and that, to me, is  
9       an opportunity we can't afford to pass up.

10              Finally, I just wanted to mention I spent a lot  
11      of years working on a variety of initiatives all up and  
12      down the state, primarily in our region, and it's always  
13      two things that are true that voters look for when they  
14      are assessing initiatives that they have to vote on. One  
15      is the soundness of the initiative itself and whether or  
16      not it's a fundamentally appropriate initiative that they  
17      should vote on. Secondly, they also have a selfish  
18      interest in whether or not that interest is being met as  
19      well. Certainly in both capacities, I think the  
20      soundness of the proposal as well as the fact that the  
21      vast majority of the Bay Area residents are going to be  
22      directly impacted by the Pacheco Pass route and because  
23      it comes up through the Peninsula, goes through the  
24      largest county and up through the Peninsula to the second  
25      largest city, San Francisco, as well as the largest city,

PSSJ8-1  
Cont.

1 San Jose, cannot be discounted and so I think the  
2 soundness of the proposal itself in fact would draw a  
3 larger base of support in the Bay Area and as I  
4 mentioned, in effect, to cooperatively develop  
5 opportunities for CalTrain as well as high-speed rail  
6 make this an easy choice, the Pacheco Pass Alternative.

PSSJ8-1  
Cont.

7 Thank you.

8 COMMISSIONER DIRIDON: Thank you, Greg.

9 The next speaker is Council Member Dean Chu,  
10 Chair of the VTA Board, and followed by Jim Helmer, the  
11 Department of Transportation Director for the City of San  
12 Jose.

13 MR. CHU: Good afternoon, Commissioners and  
14 Director.

15 My name is Dean Chu. I am a City Council  
16 Member from the City of Sunnyvale and, in addition, I'm  
17 the current Chairperson of the Santa Clara Valley  
18 Transportation Authority. I am also a board member of  
19 the Capitol Corridor Joint Powers Board providing rail  
20 service between Sacramento and the San Francisco Bay  
21 Area, as well as a Metropolitan Transportation  
22 Commissioner.

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23 Today, I am speaking on behalf of the VTA and  
24 the City of Sunnyvale. The Santa Clara Valley  
25 Transportation Authority, or VTA, and Sunnyvale strongly

1 supports the California High-Speed Rail Authority's  
2 vision of constructing and operating a high-speed rail  
3 line as a way to relieve highway and air traffic  
4 congestion between Northern and Southern California. We  
5 stand ready to work with you to make this vision become a  
6 reality. The VTA and Sunnyvale also firmly believe that  
7 a Pacheco Pass Alignment makes the most sense as an entry  
8 point for the high-speed rail trains into the San  
9 Francisco Bay Area.

10 In 2005, the Authority's Draft Statewide  
11 Program EIR/EIS concluded that the Pacheco Pass Alignment  
12 was the better alignment. It provided better frequency  
13 of service to critical Silicon Valley jobs, it was more  
14 effective and efficient, efficiently meets current and  
15 future intercity travel demands and thus is a better fit  
16 for high-speed rails' basic project objectives and it  
17 does not require a new San Francisco Bay crossing which  
18 would impose considerable environmental cost and product  
19 delivery challenges.

20 In our review of the Authority's Draft Bay Area  
21 to Central Valley High-Speed Rail Train Program  
22 EIR/EIS --- and try to say that in one word --- we could  
23 not find any persuasive information that would suggest  
24 that these initial conclusions should be changed. I  
25 would like to briefly highlight a few key elements.

PSSJ9-1  
Cont.

1           The Pacheco Pass Alignment would continue to  
2 provide faster, more direct, more frequent and higher  
3 quality service to all three major urban centers in the  
4 Bay Area --- San Jose, San Francisco and Oakland. With  
5 the Pacheco Pass alignment, all high-speed rail trains  
6 would stop in San Jose, the largest city and the largest  
7 job center in Northern California. Direct main line  
8 service to San Jose and Silicon Valley is essential to  
9 the longterm success of high-speed rail service. With  
10 the Pacheco Pass Alignment, there would be six percent  
11 more ridership and eight percent higher fare box  
12 recovery.

13           The Pacheco Pass alignment is the lower cost  
14 Phase 1 alternative by billions of dollars when the  
15 Stockton-to-Merced high-speed rail segment which is  
16 unnecessary for service to San Francisco through Pacheco  
17 Pass, it's part of phase 2. The Pacheco Pass alignment  
18 is also the lower cost alternative by billions of dollars  
19 when a realistic cost of the San Francisco Bay crossing  
20 is factored in. Avoiding the Bay crossing would  
21 significantly increase the San Francisco-to-Los Angeles  
22 transit times if you were to use the Altamont Pass.

23           The Altamont Pass Alignment would facilitate  
24 --- it is true that the Altamont Pass alignment will  
25 facilitate service improvements between Stockton and

PSSJ9-1  
Cont.



1 Sacramento to the Bay Area; we agree with this  
2 conclusion. But the service need could be better met  
3 through conventional rail service rather than high-speed  
4 rail service due to the numerous intermediate stops that  
5 that would require.

6 On a final note, please pass on our thanks to  
7 Governor Swartzenegger for preserving the 20 million  
8 dollars in high-speed rail funding this year, in this  
9 year's budget, which he signed, I guess, this afternoon.

10 And thank you for consideration for my  
11 comments. Thank you.

12 COMMISSIONER DIRIDON: Thank you. Council  
13 Member/Board Member/Commisioner Chu.

14 Jim Helmer, U.S. DOT Director, followed by Jim  
15 Bigelow, who is the Redwood City, San Mateo Chamber of  
16 Commerce President.

17 MR. HELMER: Thank you, Chairman Diridon, for  
18 the promotion to U.S. DOT director. Actually, I am the  
19 San Jose DOT Director.

20 COMMISSIONER DIRIDON: San Jose will do. Mary  
21 Peters wouldn't like that, would she?

22 MR. HELMER: Good afternoon. My name is James  
23 Helmer. I'm the Director of Transportation for the City  
24 of San Jose and I'd just like to share with you, I spent  
25 33 years --- actually, my entire career --- working on

PSSJ9-1  
Cont.

PSSJ10-1

1 innovating, saving efficient transportation systems  
2 throughout the Bay Area.

3 When working with the private sector, I did  
4 work on design of high-speed rail systems both for BART,  
5 systems like MARTA in Atlanta and international airport  
6 design. With the public sector, I have been with San  
7 Jose nearly 20 years now in various capacities, but today  
8 my focus will be on the technical and the practical  
9 reasons why the CalTrain and Pacheco Alignment is your  
10 only real choice for high-speed rail between San  
11 Francisco, San Jose, LA and Anaheim as your starter  
12 project.

13 I brought copies of CalTrain's twenty-year  
14 strategic plan, and if you have not had a chance to read  
15 it all, I would stress you focus your attention to the  
16 end of this booklet that focuses on the build-out  
17 scenario which is the vision of CalTrain, and there are  
18 copies for all of you and others to take with you.

19 Looking at the map on the projector above, can  
20 I ask if you have the map on your PC screens?

21 If you look at this map, you can see all of the  
22 cities adjacent and near the CalTrain corridor. They are  
23 physically constrained by the Santa Cruz Mountains and  
24 the Pacific Ocean to the west and the Peninsula, San  
25 Francisco Bay to the east. Within the San Jose area, we

PSSJ10-1  
Cont.

1 have a self-imposed green line on all of our foothills.  
2 Thus, the three and a half million people that live in  
3 San Francisco, San Mateo and Santa Clara Counties are  
4 essentially forced to travel in this north-south  
5 orientation, as depicted on the CalTrain corridor. This  
6 is partly why these three counties are leaders in smart  
7 growth, high-density housing and placing jobs along  
8 CalTrain and other transit corridors.

9           Regarding CalTrain operations, there's 34  
10 stations that are on this route, there's 102 daily trips  
11 being made, there's eight million riders per year. Their  
12 vision is to go to 23 million riders per year. There are  
13 four major ways that we can get them to achieve their  
14 vision. One is the natural population growth that is  
15 going to occur, the geographic limitations, as I've  
16 described, obviously highway congestion and related  
17 pollution and of course, high-speed rail, and if we  
18 partner with high-speed rail and Cal-Train together, we  
19 will have a four-track electrified grade-separated system  
20 within the existing right-of-way that you see above.

21           Now, there's significant congestion along this  
22 corridor. Just in 2006 alone, I bring everybody's  
23 attention alone that there were 17 deaths on the tracks  
24 of Cal-Train because of lack of grade separation. Just  
25 last week, a car was smashed on this system and a truck

PSSJ10-1  
Cont.

1 overturned on Highway 280 which brought Highway 101 to a  
2 halt and thus there went our economy, our commute, our  
3 recreational trips for that entire morning.

4 Now let's talk about airports. I have shown on  
5 this map the two airports along the route, San Francisco  
6 International and Mineta San Jose International.

7 Unfortunately, the Draft EIR/EIS does not give enough  
8 credit to Mineta San Jose International Airport. Let me  
9 explain. Sixty-nine percent of all of the regions' air  
10 travel flies out of these two airports, out of Mineta San  
11 Jose Airport, 11 million passengers per year. The top  
12 two travel destination points are Los Angeles and San  
13 Diego. Out of the four --- out of the top 10  
14 destination points, four of them are in Southern  
15 California. We need to parallel that ridership goal. In  
16 each of these airports, as you see here, are just one  
17 high-speed rail stop from a BART and airport people-mover  
18 system. At San Francisco, that system exists. In San  
19 Jose, it will exist.

20 Regarding the environmental impacts. Impacts  
21 to the San Francisco Bay and Don Edwards Wildlife Refuge,  
22 either by bridge or tunnel will be significant, and  
23 unrealistic to include in your starter project.

24 On this next slide, I would like to just say  
25 that the EIR/EIS should not include the costs associated

PSSJ10-1  
Cont.

PSSJ10-2

PSSJ10-3

PSSJ10-4

1 with the Stockton connection as part of the Pacheco  
2 Alignment. Any cost associated with the Stockton  
3 connection, which everybody can see on the righthand side  
4 from the Merced area into Stockton, should not be  
5 included in the scenario of the Pacheco Alignment if we  
6 are talking about the starter project.

7 Let me quote a section in MTC's recently  
8 released draft regional rail plan. It clearly states the  
9 following: "San Francisco and San Jose would receive a  
10 higher level of service with statewide trains operating  
11 to and from Southern California with the Pacheco  
12 Alignment." That's a quote. Another quote, "High-speed  
13 rail operations via Pacheco Pass would result in faster  
14 and more frequent service between Los Angeles and San  
15 Jose." These are right in the Regional Rail Study.

16 On my final slide, I'd like to state that if  
17 the Altamont Pass were selected for some reason as part  
18 of the starter project into the San Francisco Bay Area  
19 and if the bay crossing were difficult to achieve, as we  
20 know it is, we would then be looking at an alignment on  
21 the eastern side of the Bay going northerly to Oakland  
22 and southerly to San Jose. I share with you that  
23 parallel existing BART alignments that are being built  
24 and are already in existence and are being built in San  
25 Jose and it parallels existing heavy rail passenger and

PSSJ10-4  
Cont.

PSSJ10-5

1 train alignments. We would be creating a third new  
2 system alongside of two others and there just isn't the  
3 passenger ridership to justify that. Also, any  
4 connection to those very much needed airports from that  
5 alignment would take well over an hour to connect up any  
6 high-speed train system in that alignment to San  
7 Francisco International or San Jose.

PSSJ10-5  
Cont.

8 In closing, thank you very much for your time  
9 and your efforts and we ask that you spend your energy  
10 and your funding in the communities that have long been  
11 planned for HSR and will vote for HSR, not those coming  
12 to the table now. Please make San Jose, the largest,  
13 fastest- growing city in the Bay Area, your entry point  
14 to the Bay Area.

PSSJ10-6

15 Thank you.

16 COMMISSIONER DIRIDON: Thank you, Jim.

17 The next commentator will be Jim Bigelow, the  
18 President of the Redwood City, San Mateo County Chamber  
19 of Commerce, followed by Megan Doyle, who will be  
20 speaking for Ken Yeager, a member of the County Board of  
21 Supervisors in Santa Clara County, and Director of the  
22 CalTrain Joint Powers Board and an MTC Commissioner.

23 MR. BIGELOW: Jim Bigelow, Redwood City San  
24 Mateo County Chamber of Commerce. I'm in Silicon Valley,  
25 the center of the universe, and we do wear ties on

PSSJ11-1

1 important occasions such as this.

2 Our Chamber has 1500 business members and we  
3 have over 150,000 employees in that membership and we  
4 strongly support the Pacheco Pass Alignment for a lot of  
5 the reasons that have already been stated which I won't  
6 go into, but high-speed rail is like a business and  
7 you're like businessmen. We're business people. And  
8 what, I think, comes to the table is Santa Clara, San  
9 Mateo and the City and County of San Francisco have  
10 stepped up to the plate in their half-cent sales tax and  
11 they have renewed these for transportation for the next  
12 twenty to thirty years. As part of that plan, Jim Helmer  
13 indicated CalTrain is looking to electrify, go to a new  
14 light vehicle system that would be compatible with  
15 high-speed rail and as a business arrangement, if you  
16 have a 700-mile system and public ownership with the  
17 Cal-Train, seventy of those miles are already owned, it  
18 would seem perfectly logical for two partners to get  
19 together and combine their resources so that both get the  
20 best of the two world's and so that's what I see the  
21 opportunity here for the California High-Speed Rail  
22 Authority as it moves forward and our friends at the FRA,  
23 of course, are being requested to come up with a new  
24 standard for the lighter equipment which is compatible  
25 with high-speed rail and our CalTrain Joint Power Board

PSSJ11-1  
Cont.

1 wants to be the national test case property and transit  
2 to make this happen and the Board is committed to moving  
3 forward and they unanimously, in three counties, are  
4 heading in that direction.

5 Also, the three counties, you talk about  
6 multimodal connections with our renewed majors and so  
7 forth, we have increases in shuttles from employment  
8 centers, greater --- there's all types of different  
9 services throughout the three counties.

10 So I think it's a golden opportunity and our  
11 chamber supports lots of transportation projects and we  
12 think this is a really great one to be on board and work  
13 with you and Godspeed and move this forward.

14 COMMISSION DIRIDON: Thank you, Jim. Thanks  
15 for coming to both hearings. It is very nice of you.

16 Megan Doyle is next, representing Supervisor  
17 Yeager, and following Megan is Debbie Haile, Executive  
18 Director of Transit Agency for Monterey County.

19 MS. DOYLE: Thank you very much and good  
20 afternoon.

21 My name is Megan Doyle and I'm here today  
22 representing Santa Clara County Superior Ken Yeager and  
23 Ken also represents Santa Clara County on the CalTrain  
24 Peninsula Corridor Joint Powers Board and the  
25 Metropolitan Transportation Commission. Unfortunately,

PSSJ11-1  
Cont.

PSSJ12-1



1 Supervisor Yeager had a previous commitment out of town  
2 and so he could not be here today but he did submit some  
3 comments in a letter which I understand you have and he  
4 asked me to read a couple things into today's record.

5 Ken wishes to express his support for the  
6 proposed California High-Speed Transit System, and more  
7 specifically his support for the Pacheco Pass Alignment,  
8 as outlined in the Draft Program EIR EIS. Many of the  
9 advantages of the Pacheco Pass Alignment are already in  
10 the Draft Program EIR/EIS and many have been highlighted  
11 here today. I would like to draw your attention to a few  
12 key points.

13 First of all, the Pacheco Pass Alignment avoids  
14 intrusion into the very sensitive Don Edwards Wildlife  
15 Refuge and the San Francisco Baylands. In addition, the  
16 Pacheco Pass Alignment has greater political support for  
17 smart growth within the corridor. San Jose and Silicon  
18 Valley made substantial commitments for affordable  
19 housing in the coming years. Over 3000 affordable  
20 housing units are currently in development and with many  
21 of those in Silicon Valley pledging to become  
22 transit-oriented communities.

23 Lastly and most compelling, the Pacheco Pass  
24 Alignment will not need a tunnel or a bridge over the San  
25 Francisco Bay, as is called for in the Altamont

PSSJ12-1  
Cont.

1 Alignment. Based on the current situation with the Bay  
2 Bridge retrofit project and the Dumbarton corridor, it is  
3 not difficult to foresee there would be major costs and  
4 problems with building another Bay crossing.

5 Innovation has long been a hallmark of Silicon  
6 Valley. The residents and businesses in Santa Clara  
7 County are eager to embrace the revolutionary concept of  
8 high-speed rail in California. Supervisor Yeager urges  
9 your support for the Pacheco Pass Alignment for a more  
10 environmentally sound route between California's largest  
11 population and economic regions.

12 Thank you very much for the opportunity to  
13 stand here today.

14 COMMISSIONER DIRIDON: Thank you and our  
15 regards to Supervisor Yeager.

16 Debbie Haile, Executive Director of the  
17 Monterey County Transportation Agency is next, followed  
18 by Riko Aguayo.

19 MS. HAILE: Thank you, Chairman Kopp,  
20 Commissioner Diridon, Director Morshed and Mr.  
21 Wellenstein.

22 It is with great pleasure that the  
23 Transportation Agency for Monterey County supports  
24 high-speed rail along the Pacheco Pass Alignment. You  
25 may not have been thinking of Monterey County when the

PSSJ12-1  
Cont.

PSSJ13-1

1 Pacheco Pass Alignment was created, but we see it as a  
2 great opportunity for our new rail services that we are  
3 planning to extend CalTrain to Salinas and to extend  
4 along the Monterey branch line and with linkages to  
5 CalTrain as well as Amtrak Coast Star and Coast Daylight  
6 Service as a great opportunity to connect to high-speed  
7 rail in the Gilroy hub area.

8 The alternative alignment through the Altamont  
9 Pass would represent significant out-of-direction trouble  
10 for people who were interested from our area going to  
11 Southern California as well as people who are visiting  
12 the major tourist destinations in the state --- Los  
13 Angeles, San Francisco and Monterey --- to take rail  
14 transit to our areas and instead they would be likely to  
15 use alternative means that may not have the same kind of  
16 environmental benefits.

17 So for these reasons as well as the fact that  
18 the Monterey Bay Area is growing and will reach nearly  
19 one million residents by the 2030 timeframe, by which  
20 time we hope this service will be in place and running,  
21 that represents a significant population that would like  
22 to have access to high-speed rail. And for that reason,  
23 we encourage you to support the Pacheco Pass Alignment.

24 Thank you.

25 COMMISSIONER DIRIDON: Thank you, Debbie.

PSSJ13-1  
Cont.

1           Next is Riko Aguayo, San Joaquin Valley  
2           Regional Policy Council, followed by Derek Penrice,  
3           Transbay Program Manager.

4           MR. AGUAYO: Thank you very much.

5           Congratulations with the governor signing the  
6           budget. That's great news to everybody involved in the  
7           high-speed rail.

8           Again, my name is Riko Aguayo. I am a Council  
9           Member with the City of Selma. That is located in Fresno  
10          County and I also serve on the Council of Governments for  
11          Fresno County as well.

12          The reason I'm here today is on behalf of the  
13          San Joaquin Valley Regional Policy Council; which is made  
14          up of the eight counties to the north --- San Joaquin,  
15          Stanislaus, Merced, Fresno, Tulare, King and Kern County.  
16          It is made up of a board of one elected official in each  
17          county as well as one county supervisor which makes up  
18          the 16-member board. It is charged to advocate, promote  
19          the San Joaquin Valley, to address issues that affect San  
20          Joaquin Valley, and, of course, high-speed rail is  
21          something we can look forward to and the San Joaquin  
22          Valley Council certainly supports as well.

23          Mayors and council members and county  
24          supervisors as well as Silicon Valley, you understand the  
25          environment issues, particularly in the northern counties

PSSJ14-1

1 of San Joaquin and Stanislaus, those issues having to do  
2 with wetlands, open space growth and development.

3 As you may or may not know, the San Joaquin  
4 Valley is charged to grow in the next fifty years from a  
5 little over three million to over seven million people,  
6 the fastest growing region in California. We are looking  
7 at having to accommodate the influx of people moving to  
8 the valley, how we can accommodate them with jobs,  
9 high-speed rail hopefully in the near future, housing  
10 availability, portable, as well as our transportation  
11 needs.

12 San Joaquin Valley -- the San Joaquin Valley  
13 supports the connection of the whole valley, from  
14 Bakersfield to Sacramento, recommends that the Altamont  
15 Pass Corridor be the preferred route. Passenger rail is  
16 also a priority for the Central Valley as well as it is  
17 meeting the demands for the valley, San Joaquin Valley  
18 recognizes that AMTRAC remain as a complimentary service  
19 to high-speed rail.

20 In conclusion, the San Joaquin Valley supports  
21 the high-speed rail because it will have a tremendous  
22 impact on the region. For many of you who are here  
23 today, for many of you who would like to get from  
24 Northern California to Southern California, those from  
25 the Central Valley would like to move and travel up north

PSSJ14-1  
Cont.

1 as well as travel south. That train ultimately has to be  
2 built through the Central Valley.

3 So we certainly are in support of the Altamont  
4 Pass because we, as a valley, enjoy what many have  
5 mentioned today --- recreation, travel. I would  
6 certainly love to get down to Southern California to a  
7 game, more importantly to visit my son who lives in  
8 Sherman Oaks, to travel down there on a Friday, get back  
9 the next day if I need to or stay all weekend knowing  
10 that I would get there in an hour, hour and a half.

11 Thank you very much for your support. We look  
12 forward to high-speed rail. Thank you.

13 COMMISSIONER DIRIDON: Councilman, thank you  
14 for coming so far to give us your comments.

15 Derek Penrice is followed by Don Myrah.

16 MR. PENRICE: Good afternoon. My name is Derek  
17 Penrice. I'm a member of the Program Management Team for  
18 the Transbay Transit Center Project in San Francisco.

19 I fully support the implementation of the  
20 high-speed rail system. To become a truly great rail  
21 system, California has to be built to serve its truly  
22 great cities and to that end, California high-speed rail  
23 must come to San Francisco.

24 The Draft EIR/EIS presents objectives and  
25 criteria to be used in the evaluation and ultimate

PSSJ14-1  
Cont.

PSSJ15-1

PSSJ15-2

1 selection of station locations. There can be no doubt  
2 that within San Francisco, the Transbay Transit system  
3 meets or exceeds all of these objectives and criteria and  
4 must be the ultimate Bay Area destination for California  
5 High-Speed Rail.

6 Thank you.

7 COMMISSIONER DIRIDON: Thank you. And, Derek,  
8 you have a big project. We have been watching for many,  
9 many years.

10 Next is Don Myrah who represents himself,  
11 followed by Mike Macarelli who also represents himself.

12 MR. MYRAH: I'm Don Myrah. I'm a retired train  
13 operator of 23 years for the VTA. I live in France every  
14 two years for six months. I'm very familiar with the TGV  
15 and I have had the pleasure of riding in the cabs of the  
16 TGV from Lyon to Bordeaux.

17 Many of the points that I was going to cover  
18 have already been covered but I would like to just cover  
19 this from the perspective of somebody that's actually  
20 operated a train, not a politician. I think that the  
21 right-of-way over Pacheco Pass is absolutely essential.  
22 The economy that this area drives, high tech, will not  
23 spend their time going over Altamont Pass. If it takes  
24 them longer, they won't ride it. They need to get there  
25 fast and that's the way to do it. You need to have fewer

PSSJ15-2  
Cont.

PSSJ16-1

1 stops in your plan. Passenger stops are the biggest  
2 slowdown and controlled right-of-way where you have tight  
3 turns. It has to be wide open and fast.

4 Everything else has been covered that I was  
5 going to say.

6 COMMISSIONER DIRIDON: Thank you. Some of us  
7 politicians have driven a train.

8 MR. MYRAH: I know. In fact, you've driven my  
9 train.

10 COMMISSIONER DIRIDON: I know.

11 Mike Macarelli, followed by Katie Stevens from  
12 the California Partnership for San Joaquin Valley.

13 MR. MACARELLI: Good afternoon and thank you  
14 for coming here and holding this hearing.

15 I work for VTA as a Light Rail operator. I  
16 have seen rail planning at its worst from the ground  
17 level. The planning is very important. San Jose is the  
18 preferred corridor for the high-speed rail train,  
19 high-speed rail. The reason is there's a number of  
20 reasons but the top three are: 1. San Jose is the  
21 gateway not only to the South Bay but to the Bay Area;  
22 2. The LA-to-Sacramento train, there's no way to branch  
23 over to the Bay Area from Merced, south of Merced is the  
24 only way. That's a long distance from Merced to Gilroy.  
25 Luckily, that is not a highly developed corridor so we

PSSJ16-1  
Cont.

PSSJ17-1



1 can speed through there and it will make up the time from  
2 where the high-speed corridor should have been --- which  
3 I thought should have been 5, so it's east of the 5 ---  
4 so that difference will make up the time since it's not  
5 on the 5.

PSSJ17-1  
Cont.

6 I want to talk real briefly about the train  
7 steps and the overhead. I think it should be  
8 Japanese-made because of their reliability in  
9 engineering, their manufacturing. Look at their cars.  
10 They are basically No. 1 of the top three automakers.  
11 They have higher liability and higher densely-populated  
12 areas. I think it's a 20-second headway or something,  
13 on-time service 20 seconds, so please consider that.

PSSJ17-2

14 But I also support the Altamont Corridor, too.  
15 If you look at the geographic region on this map, that  
16 would basically ring the Bay Area and the economic  
17 activity in that area is vital, especially with gas and  
18 oil going up and just general costs going up. We have to  
19 service these people.

PSSJ17-3

20 If we ring the bay with the Altamont Corridor  
21 and the Pacheco Pass Corridor, then we can start  
22 developing the other modes of transportation such as  
23 BART, such as extending Light Rail. Each one would help  
24 each other's ridership. It's vital that we do that.

25 If you look at the south, Southern California,

1 around Irvine, you will notice it's not going from Irvine  
2 to San Diego, I'm sure, for environmental reasons,  
3 whatever other reasons, but that's going to be economic,  
4 too, when oil and gas become exorbitantly pricey. So if  
5 we want to maintain our economic vitality, growth and  
6 develop it, we've got to ring the Bay.

PSSJ17-3  
Cont.

7 Now, as far as environmental concerns about the  
8 wetlands, I ride, from Alviso, the old salt ponds, my  
9 bicycle. There's a train that goes by, some freight  
10 train, you know, the rabbits are still, you know, the  
11 birds still fly. If it's done, developed responsibly,  
12 which I'm sure it will be, the Altamont Pass will be a  
13 great benefit to those commuters and to, again, the  
14 economic vitality of this Bay Area.

PSSJ17-4

15 Thank you very much.

16 COMMISSIONER DIRIDON: Thank you.

17 Katie Sterns is next, California Partnership  
18 for the San Joaquin Valley, and Robert Allen will follow.

19 MS. STEVENS: I have to apologize, my  
20 handwriting is so terrible. My name is Katie Stevens.

21 COMMISSIONER DIRIDON: Oh, I'm so sorry.

22 MS. STEVENS: No problem. It's terrible.

23 I'm here to provide the working position on  
24 high-speed rail adopted by the Board of the California  
25 Partnership for the San Joaquin Valley.

PSSJ18-1

1           As you may know, the Partnership is a unique  
2 public-private collaboration created by Governor  
3 Schwarzenegger. Led by our appointed board, the  
4 Partnership has engaged thousands of people in the eight  
5 counties of San Joaquin Valley to focus on action  
6 strategies that improve the economic vitality and quality  
7 of life for valley residents.

8           On August 9, the Partnership held a special  
9 meeting in the valley on high-speed rail, attaining  
10 comments from a large and diverse stake holders,  
11 including the lieutenant governor and Congressman Jim  
12 Costa. The board developed the following working  
13 position: The high-speed rail needs to serve the entire  
14 San Joaquin Valley, Bakersfield to Sacramento, and the  
15 region must stay together as it works toward  
16 implementation of the initiative. .1.

17           15.5 million must stay in the 2007-2008 budget  
18 as a minimum funding level. Obviously, that was  
19 realized. The high-speed rail ballot measure must stay  
20 on the 2008 ballot. The Federal government needs to  
21 contribute to the high-speed rail project. Congress  
22 should seriously consider the establishment of a Federal  
23 high-speed rail authority with powers similar to  
24 California's authority. Passenger rail also is a  
25 priority of the valley and is meeting immediate demand

PSSJ18-1  
Cont.

1 while the high-speed rail initiative will address mid and  
2 longterm demands.

PSSJ18-1  
Cont.

3 Land use patterns are critical success factors  
4 for high-speed rail. The blueprint regional planning  
5 process needs to be tightly connected to the efforts to  
6 implement high-speed rail in the valley and the route  
7 between the San Joaquin Valley and the Bay Area will have  
8 a significant impact on the valley being served within  
9 the entire region.

PSSJ18-2

10 We anticipate that the amendments to the  
11 position may soon be made to provide particular direction  
12 to this body regarding a preferred alignment alternative.  
13 We'll be sure to share that with you as soon as possible.

PSSJ18-3

14 I also want to thank the Authority for working  
15 with us to pursue an additional meeting in the Central  
16 Valley. As you know, there is significant high-speed  
17 rail ridership projected from the valley. We believe  
18 that two public hearings held in the valley will provide  
19 stakeholders in the region a more sufficient opportunity  
20 to comment on the study, including the preferred  
21 alignment and station location options.

PSSJ18-4

22 I just came from an air quality meeting earlier  
23 today and I have to say the valley is really excited  
24 about this and we look forward to continuing to work with  
25 you.

1 Thank you very much.

2 COMMISSIONER DIRIDON: Katie, thank you, and I  
3 hope our train can go as fast as you can talk.

4 MS. STEVENS: Right. Thank you.

5 COMMISSIONER DIRIDON: Let's see if our  
6 recorder would like a break.

7 Do you fell --- all right.

8 We'll take a five-minute break and we'll come  
9 back to the presentation by Bob Allen, former BART board  
10 member and Bill Dawson will follow Bob.

11 (Break taken.)

12 COMMISSIONER DIRIDON: The hearing is back in  
13 session. The reporter is refreshed.

14 Bob Allen is next and Bill Dawson will follow  
15 -up.

16 MR. ALLEN: I'm Robert Allen, a former BART  
17 director and retired from the Southern Pacific where I  
18 worked for the Western Division Engineering and  
19 Operations for about 25 years and we operated most of the  
20 railroad between San Luis Obispo and Sacramento so I'm  
21 somewhat familiar with the railroad operations here.

22 I would certainly support --- at one time, I  
23 did support having high-speed rail come by the Altamont  
24 Pass, but at the present time, it makes more sense to  
25 have high-speed rail come over the Pacheco Pass to San

1 Jose, up to San Francisco, and to have high-speed rail  
2 ultimately take over the operation of the Capitol  
3 Corridor between San Jose and Oakland and Sacramento and  
4 to run the spine line of the high-speed rail up the San  
5 Joaquin Valley.

6 I would urge that any investment in the  
7 Altamont Pass Corridor be made by extending BART over to  
8 that spine line, extending from the Dublin - Pleasanton  
9 Station, through Livermore, along the old SP railroad  
10 line pass, up to --- along the old Altamont Pass Road and  
11 Tracy.

12 I certainly urge that this general scheme  
13 include two new high-speed rail lines up to Sacramento,  
14 up to San Francisco, that there be an upgrade by  
15 high-speed rail of the Capitol Corridor, that it run  
16 through the Mulford line basically of the Southern  
17 Pacific, through Newark. Instead of going along the  
18 hill, Milpitas line, let it go up along the Mulford line  
19 and stay, possibly stay east of Interstate 880 in between  
20 Mulford and the Coliseum, Oakland Airport, and that there  
21 be an intermodal station in Oakland at Magnolia which  
22 would require a new BART line between the Washington  
23 Street Corridor in Oakland and the Transbay tube,  
24 bypassing the present West Oakland station. That would  
25 be somewhat expensive but it would allow a good

PSSJ19-1  
Cont.

1 intermodal connection at Magnolia near the old post  
2 office in Oakland, a beautiful connection between BART  
3 coming into the bay from San Francisco and all the  
4 high-speed rail, which I would hope that high-speed rail  
5 would be operating between San Jose and Sacramento.

6 Thank you.

7 COMMISSIONER DIRIDON: Robert, it's still nice  
8 to have you here. You have been doing these things for a  
9 long time. People still listen to old records.

10 MR. ALLEN: I hope we get BART to San Jose,  
11 too.

12 COMMISSIONER DIRIDON: You bet.

13 Bill Dawson who represents himself will be  
14 followed by Michelle. Michelle doesn't have a last name  
15 on the card.

16 MR. DAWSON: Distinguished Commissioners and  
17 Director Morshed, my name is Bill Dawson. I'm an  
18 attorney in San Jose and I'm here on my own behalf.

19 I have grown up and lived most of my life in  
20 the Bay Area and particularly on the Peninsula. I was  
21 going to speak shortly to the alignment, San Joaquin  
22 Valley, but most everybody has spoken out at least for  
23 the Pacheco Pass Alignment which I would certainly  
24 support if only because it does not degrade the  
25 magnificent Don Edwards Wildlife area I have come to know

PSSJ19-1  
Cont.

PSSJ20-1

1 and use quite a bit.

2 On a more general level, I would like to speak  
3 on behalf of the high-speed rail for an environmental  
4 issue that hasn't been raised today and that is in  
5 particular, my age. I frequently have traveled in France  
6 and Germany and I have used the high-speed rail systems  
7 there. I have been disappointed that the system is not  
8 in operation yet in California which seems so ideally  
9 suited for such a system.

PSSJ20-2

10 My son and daughter live in Southern California  
11 and drive to our home on the Peninsula. My wife and I  
12 frequently make that same reverse trip. Either way, this  
13 trip frequently takes six to nine hours by car and is  
14 exhausting and aggravating and as my wife and I get older  
15 --- and I just turned 65 --- I find it is also  
16 potentially dangerous which is no small concern to myself  
17 and my family. The death and injury rate on this  
18 corridor would be substantially reduced by high-speed  
19 rail, as indicated by the environmental report.

20 While a small vignette in the overall scheme of  
21 things, our family's experience encapsulates, I'm sure,  
22 the feelings and concerns of perhaps millions of other  
23 similarly-situated people in California who have  
24 frequently driven the length of California and have  
25 experienced the same stress on this trip that we have and



1 would welcome this safe alternative.

2 COMMISSIONER DIRIDON: Thank you, Bill.

3 Michelle is next? I'm sorry I'm not going to  
4 be able to identify you any further. I think Michelle  
5 must have moved on.

6 Ward Crary is next. Steve Van Pelt will  
7 follow.

8 MR. CRARY: Thank you very much for coming,  
9 Mr. DIRIDON and Members of the Rail Authority. I'm glad  
10 you're here.

11 Anyway, I rode Light Rail from seeing a movie  
12 at the Oakridge Mall and it's fast and I'm thankful for  
13 that and also thankful for BART. I've ridden it to Bay  
14 Point and other points and it's a real fast  
15 transportation, doing the bullet train to the Giants  
16 games. That was terrific. I think high-speed rail will  
17 be the ultimate and thrilling as far as transportation,  
18 getting to and from LA to here and the San Francisco and  
19 also to Sacramento from LA.

20 Anyway, I just wanted to say that I support the  
21 Pacheco Pass high-speed rail plan, the route there,  
22 through there, and, well, just backtracking a bit, of  
23 course, high-speed rail to San Francisco, you can get to  
24 the ballpark really quick and if they build the east  
25 ballpark in Fremont, you can get there real quick, too.

1 Maybe they could build a stop somewhat near there to  
2 serve the City of Fremont and the ballpark if it's built  
3 there and also the Light Rail, high-speed rail will  
4 relieve overcrowding at the airports and here in San Jose  
5 and San Francisco and Oakland and LA to boot, and it  
6 would be a safer way to go with the train and less  
7 hassles as far as safety precautions and all that,  
8 although we have to have them at the airports, that's  
9 true, and we all have to be safe.

10 I'd say it provides direct service to LA  
11 through Pacheco Pass, the old proverbial saying, the  
12 shortest distance between two points is a straight line,  
13 and Pacheco Pass makes common sense going through there  
14 to LA and also going back, you go there and back the same  
15 day, and that would be terrific, too.

16 I have always had a dream sometime, to  
17 backtrack a bit, I went to Disneyland when I was 8,  
18 Disneyland when I was 15, Disneyland when i was 31. The  
19 next time I go, I'll probably be in my early '60's. I was  
20 twice as old as I was before so hopefully the train can  
21 be built by the time I'm 65, or maybe a little bit  
22 earlier and keep on the schedule.

23 So I really support high-speed rail and it just  
24 makes sense to have a 21st Century transportation  
25 solution to the overcrowding and the problems getting

PSSJ21-1  
Cont.

1 from a long distance fast.

2 Thank you very much.

3 COMMISSIONER DIRIDON: Thank you, Ward.

4 Next is Steve Van Pelt, followed by Patrick  
5 Moore.

6 MR. VAN PELT: Hi, I'm Steve Van Pelt and I'm a  
7 private citizen representing myself.

8 I work in Silicon Valley. Some of you have  
9 seen me about. I am a transit advocate and the first  
10 thing I got involved with is high-speed rail back in the  
11 days of Peter Hall and U. C. Berkeley. How far does that  
12 go back?

13 I think we need to really focus in on what the  
14 goal is. I haven't heard it mentioned today at all. The  
15 goal is to get people as fast as we can from downtown LA  
16 to downtown San Francisco and so I have a few things to  
17 suggest as tweaks to the current plan because I am very  
18 concerned that all the things that are happening of going  
19 through the city centers of a lot of the cities in the  
20 Central Valley, I don't think we're really going to  
21 achieve the speed and the timeliness that we would really  
22 like and is really going to be necessary to drive the  
23 profit.

24 There is a leap of faith, I think, that's  
25 required. I can't tell you how we're going to make the

1 voters believers, but I believe you are right, and that  
2 is we need to have the first segment that will be so  
3 successful, it will have such a profit that it will fund  
4 the whole remainder of the system. That really is a leap  
5 of faith for the California public, you have to admit.

6 How many of our projects, particularly  
7 transit, that have theoretically going to be returning a  
8 profit never did? All right?

9 So my first thing to say is, here's the article  
10 from the San Jose Mercury News this morning and it quotes  
11 a misconception that says they basically favor Pacheco  
12 because that would ensure every train stops at San Jose.  
13 If every train stops at San Jose, that defeats the major  
14 purpose of the fastest time from San Francisco to LA.

15 I've seen some of the plans and I believe the  
16 station design really allows for through-tracks and then  
17 also the ability to stop, but we can't afford to have any  
18 stops for most of the expresses that are really going to  
19 be the drivers for the profitability --- no stops  
20 between downtown San Francisco and downtown LA.

21 I would suggest in that vein, I heard another  
22 person really talk about this. I know an alignment that  
23 was dropped early in the game was I5 and the main reason  
24 was it did not connect with enough cities. Well, I would  
25 suggest that that's the perfect first route, the starter

PSSJ22-1  
Cont.

1 route, because it does not connect with so many cities  
2 and I would call that very high-speed. So high-speed  
3 rail is good enough for most of the state but for our  
4 money-making first quarter, it must be very high-speed,  
5 it must be capable of 300 miles an hour.

6 Now, the French have just set a record beyond  
7 that. To do it, they basically had to "soup up" their  
8 TGV trains. It was not a production train but it  
9 produced the concept they can easily go that fast if it's  
10 designed to do it. You need to design that first segment  
11 to go that fast. I actually am a believer in doing both.

12 Eventually, I would like to also fund the  
13 Altamont, not in the current configuration, and the  
14 reason for that is I believe because of seismic reasons  
15 in the State of California, we need to have two  
16 independent gateways into the Bay Area because one of  
17 them can be shut down for weeks at a time by a major  
18 earthquake, so I believe this would ensure the ability to  
19 route traffic to the other one. I think it may take  
20 three or four gateways into the LA region to be able to  
21 accomplish the same thing. I think seismicity into LA is  
22 a real problem.

23 And I would like to remind you of what a TGV is  
24 in France because it's an additional line and I kind of  
25 envision this is the way we should implement this where

PSSJ22-1  
Cont.

1 we can use our existing rail, 120 miles an hour,  
2 something like that on the Peninsula or into LA, and it  
3 would text with a TGV segment, I'm thinking, from Gilroy  
4 to Palmdale and that's the thing you should worry about.  
5 Then you need to work with your partners at either end to  
6 have total compatability so you have like voltages,  
7 although the TGV can run on three or four different  
8 voltages, but you would like to have that as a starter  
9 point to do that.

10 One other point I'd like to make, there seems  
11 to be a big point about the Altamont about connecting  
12 Sacramento to San Jose and the Capitol already does that.  
13 I mean it doesn't do it as elegantly as this potentially  
14 could, but I have been a real proponent of the Pacheco  
15 route since day one. I remember a hearing back at the  
16 San Francisco PUC when a delegation from San Jose showed  
17 up and in those days, San Jose was not even on the radar  
18 of high-speed rail and they really advocated for the fact  
19 they should be a main target for high-speed rail routes,  
20 and I totally believe that.

21 I was in a meeting in Palo Alto where this  
22 concept --- Palo Alto really favors the route coming  
23 through them, but they are also of a like mind and that  
24 means that every train stops in Palo Alto, all right? It  
25 takes a little more engineering than that because you

PSSJ22-1  
Cont.

1 have to have people that are waiting for the next train  
2 waiting over there while a train goes through at 120 to  
3 150 miles an hour over here. It requires things that  
4 don't even exist on CalTrain in the Peninsula right now.

5 Thank you for your consideration.

6 COMMISSIONER DIRIDON: Thank you.

7 Patrick Moore, followed by Patricia Dixon.

8 MR. MOORE: I should have added I'm with the  
9 Sierra Club, I'm sorry.

10 I guess as I listen to this, it's really kind  
11 of discouraging because we all have heard, you know, how  
12 long we have been at it respectively some, you know,  
13 seems to be a couple decades and at the end of this, we  
14 only get 20 million dollars of monies the next year and I  
15 think this meeting, this hearing kind of shows why. The  
16 phrase seems to be "With friends like this, who needs  
17 enemies?"

18 One of the things I'd like to talk about a  
19 little bit briefly is that the numerous supporters here  
20 for the Pacheco Pass Alignment talk about the benefits of  
21 high-speed rail would bring to CalTrain, a commuter rail  
22 system and how wonderful for improving CalTrain, would be  
23 aligned with the CalTrain build-out plan. At the same  
24 time, they ignore and discount the benefits high-speed  
25 rail, the same infrastructure, would bring to the East

1 Bay, to the Altamont Corridor. Surely, the Altamont  
2 Corridor which supports a freeway that is wider in spots  
3 than 101 and 280 on the Peninsula combined and has no  
4 rail service of significance, unlike the Peninsula which  
5 supports 96 trains a day from CalTrain which is one every  
6 half hour, surely that deserves first priority, but  
7 apparently not for the Pacheco Pass people.

8 This problem that they talk about with the  
9 Altamont Pass and is talked about in the plan is the  
10 number of stops that have to be made if you choose the  
11 Altamont Pass. Excuse me, CalTrain has over 30 stops.  
12 It does not stop at every stop. It can skip stops. So  
13 can high-speed trains between San Francisco and San Jose  
14 and LA. But what it can't do is it can't go where the  
15 people are if it takes it through the Pacheco Pass.

16 The Pacheco Pass has a single two-lane road for  
17 100 miles with stop lights on it. We're talking about  
18 --- when we're talking about the Pacheco Pass, building  
19 an infrastructure through an area where you have no  
20 revenue. You have no ridership. This is a poor  
21 business.

22 You're also talking, if you look at the maps  
23 and the routes proposed through the Pacheco Pass, they  
24 build all the down to Gilroy, then go all the way back up  
25 to level again with San Jose and then going all the way

PSSJ23-1  
Cont.



1 back down again to Gilroy and then get on your way down  
2 to LA. This is called an "S." We don't do "S's" if you  
3 want to build it quick, okay?

4 You also don't build a system, a route where it  
5 has two to three times more tunneling to dig through  
6 those areas. That's expensive. This is poor business.

7 If we want this to be used and profitable, we  
8 want to build it as cheaply --- not in the terms of  
9 materials, but as cheaply in the terms of overall costs  
10 as possible, and we want to build it where the people  
11 are. Look at the I-580. There is not an open plot of  
12 land along the freeway there. Look at the Pacheco Pass.  
13 There's nothing but open land. There is no ridership  
14 there. That also means there's no way to amortize your  
15 costs of building the system. If you build it along the  
16 Altamont Pass, you have lots of Transportation Agencies  
17 that would be happy to use and pay the high-speed rail  
18 Authority for the privilege of running additional riders  
19 on the tracks.

20 Quite simply, another speaker also talked about  
21 the selfish voter. Using the Pacheco Pass Alignment  
22 tells the selfish voter --- he didn't say selfish vote  
23 --- there's nothing in it for them, they just vote no.  
24 All it would do is be stuck with the bill and get no  
25 benefit.

PSSJ23-1  
Cont.

1           But the Pacheco Pass voters are also doing  
2 themselves a disfavor because they are telling everybody  
3 who is a commuter it doesn't go down to LA frequently,  
4 that they will get no benefit out of high-speed rail.  
5 Because you keep on saying again and again and again,  
6 this is not for commuters. Well, excuse me, 99 percent  
7 of the people in the Bay Area are nothing but commuters.  
8 They don't go down to LA on a regular basis. You are  
9 telling them that there's nothing in it for them. And  
10 that's not simply true. There can be a great deal of  
11 benefit in it for them, for the commuters, and that's the  
12 only way that this multibillion dollar project can get  
13 funded.

14           Right now, because of this, we are getting  
15 nothing, we are getting peanuts. We are having to  
16 explain to a European the benefits of the high-speed rail  
17 system --- a European. I mean, Arnold came from Europe.  
18 He should know all about this. Maybe he's not supporting  
19 this because of the fact that people are building every  
20 which way if we use the Pacheco Pass. That's not  
21 serious. Let's be serious. Build where people are,  
22 where the population is. Build it with a business sense  
23 about us.

24           The last final point I'll just say briefly.  
25 The alleged problems, environmental problems of going

PSSJ23-1  
Cont.

PSSJ23-2

1 over the bay are vastly overblown compared to the  
2 environmental problems of going through the mountains and  
3 on the east side of those mountains.

4 Thank you very much.

5 COMMISSIONER DIRIDON: Thank you, Patrick.

6 Patricia Dixon who is a Redwood Shores  
7 resident, sits on the San Mateo County Commission on  
8 Disabilities, Transportation Authority.

9 MS. DIXON: Thank you. Good afternoon. Good  
10 evening.

11 COMMISSIONER DIRIDON: I should mention that  
12 Margaret Okuzumi, Bay Rail Alliance will be next.

13 MS. DIXON: I'm going to be the spoiler in all  
14 this. When this first started, I was very much for the  
15 Pacheco Pass but I feel this is a very strong viable  
16 project but unless you get moving on it, it's going to  
17 miss its mark.

18 I was born and reared in Palo Alto in the  
19 '40's, I took the train to San Jose State, I've taken the  
20 daylight to LA. I like to ride the train. It's easier  
21 than driving but as you can see, when I have problems  
22 sitting for a long period of time, then I have trouble.

23 I want to see a two-hour train trip, I want to  
24 get where I'm going. I really would like to see this  
25 come off the valley. I would very much like it to cross

PSSJ23-2  
Cont.

PSSJ24-1

1 over to Union City and, all shudder, I would like it to  
2 come across Dumbarton. They are going to start  
3 rebuilding that train track. They can get that going  
4 prior to what you're doing here with the high-speed.

5 Now I would love to see it finished by 2025 but  
6 I don't know if you're going to 2035 and I can't handle  
7 105. I know I can make it to 100 but not beyond that.  
8 But I really want to see a viable project get going and  
9 if you don't dally too long, then there's too much money  
10 spent. First, I don't think it's ever going to get going  
11 so let's move it along.

12 Thank you.

13 CHAIRMAN KOPP: Thank you.

14 COMMISSIONER: Thank you.

15 CHAIRMAN KOPP: Amen.

16 COMMISSIONER DIRIDON: Margaret Okuzumi is next  
17 and she'll be followed by John Francis Maggio.

18 . Margaret, thank you for being here at the  
19 second hearing.

20 MS. OKUZUMI: Well, thank you. I will not be  
21 repeating my comments from yesterday but, well, and first  
22 I'd like to say congratulations. We are greatly relieved  
23 to hear the news this morning about the 20.7 million so  
24 that was a huge relief. So for that we are very  
25 thankful.

PSSJ24-1  
Cont.

PSSJ25-1

1                   Yesterday, I made a statement that was not  
2 quite correct so I would like to offer the correction  
3 today. Yesterday, I had said that the length between San  
4 Francisco and --- well, the correct statement that I  
5 should have said is that our concern with at Altamont  
6 versus Pacheco is that if you're going from San Francisco  
7 Airport to Sacramento, the length of the Pacheco route is  
8 twice that of going over the Altamont route and as you  
9 see in your Draft EIR, it adds 45 minutes to a 60-minute  
10 trip. This is really significant. Although many most  
11 high-speed rail riders would be going between the Bay  
12 Area and Los Angeles, the 10-minute difference between  
13 Altamont and Pacheco for going to Los Angeles is not  
14 nearly as much of a deal-breaker for people choosing to  
15 take high-speed rail than the huge difference in time  
16 going to Sacramento when high-speed rail is extended  
17 there and so that has huge implications to people who  
18 will be choosing whether to drive or whether to take the  
19 train and that is a concern for us.

20                   If you look at where the population is expected  
21 to grow specifically and you look at what most of the ---  
22 what the rail rider groups are supporting, with most of  
23 the environmental groups supporting, there's a reason why  
24 we have been looking at this and seeing that the Altamont  
25 route has more benefits, offers more benefits to the Bay

PSSJ25-1  
Cont.

1 Area as a whole and to riders and the experience of  
2 riders.

3 Then I will repeat from yesterday that San Jose  
4 for the benefit of folks here who didn't hear me  
5 yesterday, is that San Jose would be --- would be seen  
6 as a much more significant city if it were an end point,  
7 not just a stop on the way to San Francisco.

8 Finally, you've heard from some folks from the  
9 San Joaquin Valley, the Central Valley and we would urge  
10 you to consider what it will take to pass a bond measure  
11 in November 2008. We need the support of those folks and  
12 that will be another reason for us supporting Altamont,  
13 we think, from a technical and apparently from an  
14 environmental, though, I'm sure you'll be hearing from  
15 environmental groups on this from a railriders  
16 perspective that Altamont is the route we favor, and we  
17 will be submitting some further detailed comments on  
18 this.

19 Thank you.

20 COMMISSIONER DIRIDON: Thank you, Margaret and  
21 thank you for your tenacious support for mass  
22 transportation.

23 John Francis Maggio, followed by Charles Smith,  
24 both representing themselves.

25 MR. MAGGIO: Good afternoon. Thank you very

1 much.

2 The Gregory Plaza Neighborhood Association  
3 represents an area that lies adjacent to the railroad  
4 tracks that are traveled by Cal-Train, Amtrac and  
5 Southern Pacific freight lines. Our neighborhood suffers  
6 from problems as a result of this railroad grade that  
7 range from blight to the lands alongside and adjacent to  
8 the railroad grade, along with excessive noise pollution  
9 particularly at night. Historically, our neighborhood  
10 and its association has found the railroad and the Joint  
11 Powers Board to be poor neighbors, unresponsive to the  
12 interests of the residents alongside this railroad grade.

PSSJ26-1

13 Gregory Plaza wishes to reduce not to increase  
14 the traffic and the impact along this railroad grade  
15 while at the same time we wish to increase cooperation  
16 with the railroad and the Joint Powers Board to better  
17 respect their neighbors and to establish quiet zones in  
18 our neighborhood for the reasons of blight, noise  
19 pollution and excessive impact on our neighborhood.

20 The Gregory Plaza Neighborhood Association  
21 does not support the Pacheco Pass Alignment.

22 Thank you for allowing me to express this  
23 concern. Thank you.

24 COMMISSIONER DIRIDON: The next speaker is  
25 Charles Smith, and Jonathan Miller will be our last

1 speaker.

2 MR. SMITH: I'm Charles Smith.

3 First, I want to say thank you for having this  
4 public meeting. I'm very much in favor of high-speed  
5 rail between Northern and Southern California. I wish  
6 you would push it along faster than 27 years from now is  
7 what you're talking about.

PSSJ27-1

8 I fair the Pacheco Pass Alignment at least for  
9 Phase 1 as being the most logical route between the Bay  
10 Area and the Los Angeles Basin and for all the reasons  
11 that have already been stated. So that's all I'm going  
12 to say.

13 Thank you.

14 COMMISSIONER DIRIDON: Thank you very much,  
15 Charles.

16 Jonathan Miller will be our last speaker.

17 MR. MILLER: Thanks to the Commission for  
18 letting me speak. There's a lot of really high-powered  
19 folks speaking here. I'm just an ordinary citizen in San  
20 Jose. I've just come from six months living in Europe  
21 where the rail systems are exceptional, especially  
22 high-speed rail.

PSSJ28-1

23 What you are talking about, as I understand it,  
24 at least from the fancy pamphlets and brochures you have  
25 up there, are very fast trains between the main urban



1 economic and tourist centers of California. That, to me,  
2 means the LA Area and the Bay Area, at least initially.  
3 So most of the issues raised by, to me, raised by the  
4 alternative route through the Altamont Pass have to do  
5 with local commuter issues --- and I'm not trying to  
6 minimize that, those are important and should be involved  
7 but solved by other transit options, including other  
8 types of rail, electrification of existing rail and so  
9 forth. We should most surely upgrade those rail  
10 connections between Central Valley, Bay Area and the  
11 Monterey area.

12 My analogy of Eurostar Rail, for example, these  
13 are the types of trains you're talking about, why would  
14 you make more than just a very few stops? I would like  
15 to reiterate what the gentleman in the red shirt said  
16 earlier --- I think he's taken off --- the concerns that  
17 have been raised by the high-speed rail, for example,  
18 promoting sprawl are irrelevant because the high-speed  
19 rail system should just go through the area, shouldn't  
20 stop there.

21 If you were to build high-speed rail through  
22 the Central Valley --- and actually this high-speed rail  
23 would come through part of the Central Valley, the  
24 question is whether it goes through the Altamont or not  
25 --- but if you went through Central Valley and you made

PSSJ28-1  
Cont.

1 stops you would presumably connect LA and Sacramento. If  
2 you stopped in Fresno and Merced and Stockton and Tracy,  
3 then it's no longer high-speed rail. So if you are  
4 really trying to build that analogy high-speed rail like  
5 Eurostar then again I would reiterate we should connect  
6 the LA area and the Bay Area.

7 Thanks.

8 COMMISSIONER DIRIDON: Thank you, Jonathan.

9 Let the record show that we have received  
10 written communication from Jerry Huang, H-u-a-n-g. That  
11 communication being submitted to the recorder for  
12 addition to the record today and that we do appreciate  
13 all of you coming here and many of you staying throughout  
14 the testimony.

15 The rest of the public hearings have been  
16 publicly noticed and as the Chair mentioned at the  
17 beginning of these, will extend on through the beginning  
18 of September and concluding up in Stockton. The more  
19 local one will be in Gilroy coming up next week and we  
20 certainly invite you to be cognizant of those, too.

21 Thanks again for sharing your time with us.  
22 Please do remember to provide written testimony if you  
23 wish to do so.

24 This hearing is adjourned.  
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(Whereupon, the proceedings were adjourned at  
6:05 p.m.)

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I, the undersigned, a Certified Shorthand Reporter duly licensed by the State of California, hereby certify that the foregoing proceedings were held at the time and place herein stated; that the testimony of the witnesses was reported by me, a Certified Shorthand Reporter and disinterested person, and was thereafter transcribed under my direction into typewriting; that the foregoing is a full, complete and true record of said proceedings.

I further certify that I am not of Council; or attorney for either or any of the parties, nor am I in any way interested in the outcome of the cause named.

IN WITNESS WHEREOF, I have hereunto set my hand this 31st day of August 2007.

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MARY P. RADO CY, CSR #3355